

The Hongkong Telegraph.

No. 2968

MONDAY, OCTOBER 12, 1891.

SIX DOLLARS PER QUARTER

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.
Authorized Capital.....\$1,000,000
Subscribed Capital.....\$500,000
Head Office—Hongkong.

Court of Directors.
D. Gillies, Esq., Chairman.
Chan Kit Shan, Esq., W. Wotton, Esq.,
C. J. Hirst, Esq., L. K. King, Esq.,
A. B. McKean, Esq., Acting Chief Manager.

ADVISORY COMMITTEE IN LONDON.
THOMAS CARMICHAEL, Esq.—Messrs. Dent,
Palmer & Co.
JOHN BUTTERY, Esq.—Messrs. John Buttery &
Co.
C. B. STUART-WORTLEY, Esq., M.P., for Hallam.
G. W. F. PLAYFAIR, Manager.

ADVISORY COMMITTEE, SHANGHAI.
Hui Fu Yuen, Esq., L. K. King, Esq.,
Ma Kie Tchang, Esq., Chu Ming Sang, Esq.,
Tung Kwei Sung, Esq.,
J. D. THORBURN, Manager pro tem.

THE Head Office now receives Money on deposit and makes advances on Goods in general Godowns, and upon other securities, on terms to be had on application.
Hongkong, 27th August, 1891. [1166]

THE NEW ORIENTAL BANK CORPORATION, LIMITED.
AUTHORIZED CAPITAL.....\$2,000,000
PAID-UP CAPITAL.....\$800,000
LONDON:
Head Office.....40, Threadneedle Street,
West End Office.....25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 4 per Cent. per Annum.
Fixed for 6 months, 3 per Cent. per Annum.
Fixed for 3 months, 2 per Cent. per Annum.
ON CURRENT DEPOSIT ACCOUNTS
a per Cent. per Annum on the Daily Balance.
E. W. RUTTER,
Manager. [1167]

Insurances.

THREE IMPORTANT FACTS ABOUT THE
STANDARD LIFE OFFICE.

- 1.—HALF A MILLION STERLING per annum is being paid in Death claims year by year.
 - 2.—THE FUNDS IN HAND amount to upwards of Seven Million pounds Sterling and have increased 50 per cent. in the last 15 years.
 - 3.—THE LIVES who die are annually replaced by more than double the number of new carefully selected lives.
- DODWELL, CARLILL & Co.,
Agents, Hongkong.

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.
CAPITAL SUBSCRIBED.....\$1,000,000

The above Company is prepared to accept MARINE RISKS AT CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.
HEAD OFFICE
No. 2, QUEEN'S ROAD WEST,
Hongkong, 1st February, 1884. [1168]

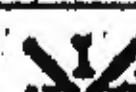
GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).
CAPITAL, TAELS 600,000; \$333,333.33
EQUAL TO
RESERVE FUND \$318,000.00

BOARD OF DIRECTORS.
LEE SING, Esq., LO YUEN MOON, Esq.,
LOU TAO SEUM, Esq.,
MANAGER.—HO AMEL

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES in all parts of the world.
HEAD OFFICE: 2 & 4, PRAYA WEST,
Hongkong, 17th December, 1885. [1170]

Masonic.



VICTORIA PRECEPTORY.
A REGULAR MEETING OF THE VICTORIA PRECEPTORY will be held TO-MORROW, the 13th October, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 7th October, 1891. [1169]

PERSEVERANCE LODGE OF HONGKONG.
No. 1165, E.C.
A REGULAR MEETING of the above LODGE will be held in FRANKLIN'S HALL, Zealand Street, on FRIDAY, the 16th inst., at 5 for 5.30 p.m. precisely.
Hongkong, 8th October, 1891. [1174]

DELIGENTIA LODGE OF INSTRUCTION.
A REGULAR MEETING of the above named Lodge will be held in FRANKLIN'S HALL, Zealand Street, on THURSDAY, the 12th inst., at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited.
Hongkong, 8th October, 1891. [1175]

Notices of Firms.

NOTICE.

W. F. have this day established a BRANCH of our Firm in Amoy, and have authorized Mr. FRANCIS CASS to sign as Agent.
DOUGLAS LAPRAIK & Co.,
Hongkong, 10th October, 1891. [1170]

NOTICE.

WE have this day established ourselves as COMMISSION AGENTS and GENERAL BROKERS in HONGKONG and CANTON under the Style and Firm of WENYON & ROBINSON.
Hongkong, 1st October, 1891. [1168]

To be Let.

TO LET.

SHOP in Polder's Street, presently occupied by Mr. HAHN. Also
4 ROOMS on First Floor, Suitable for offices. Apply to
CRUICKSHANK & Co., Ltd.
Hongkong, 4th August, 1891. [1171]

TO LET.

BAHAR LODGE, THE PEAK.
R. B. LORNO, 59.

THIS desirable residence with Gas laid on to be Let Furnished or Unfurnished. Apply to
HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.
Hongkong, 12th May, 1891. [1170]

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

TO LET.

AT KOWLOON.
A FEW HOUSES in KNOTSFORD TERRACE containing 5 Rooms each and Bath-rooms. Tennis Courts. Healthy situation. Cheap Rent.
Apply to
THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.
Hongkong, 6th August, 1891. [1168]

Hotels.

THE SHAMEN HOTEL.
BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.
The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.
The Table d'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.
Wines, Spirits, Malt Liquors, etc., of the best quality only.
A WELL APPOINTED BILLIARD ROOM.
A. F. DO ROZARIO,
Manager.
Hongkong, 1st September, 1891. [1172]

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "GAELIC".
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods, from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
J. S. VAN BUREN,
Agent.
Hongkong, 8th October, 1891. [1173]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
STEAMSHIP "BRECONSHIRE,"
FROM HAMBURG, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf, and Godown Company, at Wharves, whence and/or from the wharves delivery may be obtained.

Original cargo will be forwarded, unless notice to the contrary be given before Noon, TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to suit.

All claims against the Steamer must be presented to the Underwriter on or before the 12th inst., or they will not be recognized.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 5th October, 1891. [1175]

THE DUNLOP AND SUNGHEE DUA SAMANTAN MINING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY YEARLY MEETING of Shareholders in the above Company will be held at the Company's Office No. 9, Queen's Road Central, on THURSDAY, the 15th October, 1891, at noon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for 31st March 1891, and for the Election of Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 15th October, both days inclusive.
A. COTTEQUARDIN,
Secretary.
Hongkong, 9th September, 1891. [1165]

Intimations.

CARMICHAEL & Co., Ltd.

WINE AND SPIRIT MERCHANTS—TOBACCO AND CIGAR IMPORTERS,
GENERAL STOREKEEPERS AND COMMISSION AGENTS.

SCIENTIFIC BOOKS, NAUTICAL, ENGINEERING, and ELECTRICAL.
OUTFITTING—A select, but inexpensive Stock.
SMOKERS' REQUISITES in great variety.
AUSTRALIAN, NEW ZEALAND and CANADIAN DAIRY PRODUCE.

CARMICHAEL & CO. LTD.
18, PRAYA CENTRAL, HONGKONG.

Hongkong, 28th August, 1891. [1168]

ROBERT LANG & CO.

NEW HATS.

BLACK, GREY AND BROWN FELTS

SINGLE TERAH HATS

(ALL SHAPES)

STRAW AND PITH HATS.

Hongkong, 5th June, 1891. [1166]

MOUTRIE, ROBINSON & CO.

(From 7, Broadwood & Sons and Collard & Collard).
THE PIANO, ORGAN AND MUSIC WAREHOUSE,
UNDER HONGKONG HOTEL,
and at London, Shanghai, Kobe and Yokohama.

PIANOS SPECIALLY MADE FOR THIS CLIMATE AND GUARANTEED.

MONTHLY PAYMENTS OR HIRE.

TUNING—REPAIRS.

Instruments made equal to new. Large experience, all Machinery, trained men and Work guaranteed.
OLD PIANOS TAKEN IN EXCHANGE.
16 YEARS extensive experience in China, and the only firm of trained and practical people devoting themselves entirely to the Music and Musical Instrument Trade. [1169]

CRUICKSHANK & CO., LTD.

FAMILY AND DISPENSING CHEMISTS,
AND
Commission Agents.

KOLA WINE, (VAN HARGAN).
TONIC, STIMULANT and RESTORATIVE unequalled as a Restorative of the Digestive Organs. It strengthens the Mental and Physical Powers, and Stimulates the Circulatory and Nervous Systems.
DOSE.—A Wine Glass Full with each Meal.

VINACOLA.

A Wine Glass Full taken on rising relieves any uneasiness in the stomach, and faintness.
Hongkong, 25th September, 1891. [1170]

W. BREWER

JUST RECEIVED

GENTS RUSSIAN LEATHER BOOTS, in all sizes.

GENTS RUSSIAN LEATHER SHOES.

SOLID SOLED TENNIS SHOES.

MOROCCO LEATHER SLIPPERS.

DANCING PUMPS, New Style with Silk tops.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 15th September, 1891. [1169]

LANE, CRAWFORD & CO.

IMPORTERS OF

GROCERIES AND PROVISIONS

Packed by CROSSE BLACKWELL & Co., Phillips and Canada and other 1st class packers.

A FULL STOCK OF FRESH STORES ALWAYS ON HAND.

A REVISED PRICE LIST will be issued on October 1st, 1891, attention is called to the NEW SCALE OF PRICES.

Priced Lists and Pass-books sent, post free, to any address.

Hongkong, 26th September, 1891. [1170]

KELLY & WALSH, LD.

NOVELTIES IN FASHIONABLE STATIONERY.

PERFUMED NOTE PAPER AND ENVELOPES.

Sweet Lavender
Staphanella
Mignonette

Heather
Moss Rose
May Blossom

Hellebore
Jasmine
Sweet Violets

BOXES of Paper and Envelopes 75 cents each. Each sheet of paper bears a floral design in Natural Colours, and both Paper and Envelopes are Perfumed to Correspond.

THE NEW FASHIONABLE SHAPE OF PAPER AND ENVELOPES FOR INVITATIONS and COMPLIMENTARY CORRESPONDENCE, the Paper being perfectly Square and the Envelopes exactly half the width.

A Supply in
IRISH LINEN OLD FASHIONED ULSTER LINEN

ANGLO SAXON AND PURE FLAX

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 15th September, 1891. [1170]

Hongkong, 15th September, 1891. [1170]

Shipping.

STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"GUY MANNERING,"
Captain Ford, will sail for the above Port on or about the 18th October, instead of as previously fixed.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 12th October, 1891. [1148]

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"HAVERTON,"
Captain Peters, will be despatched as above TO-MORROW, the 13th instant, at Noon.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 12th October, 1891. [1148]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"THALES,"
Captain Hunter, will be despatched for the above Ports TO-MORROW, the 13th instant, at Daylight, instead of as previously advertised.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 13th October, 1891. [1161]

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUER, PORT SAID, BRINDISI, TRIESTE, VENICE & FUME.

(Carrying Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS.)
THE Company's Steamship

"ORION,"
Captain A. Orlando, will be despatched as above on THURSDAY, the 22nd inst., at Noon.
Cargo will not be received on board after 3 P.M. prior to date of sailing.
For further information as to Passage and Freight, apply to
DAVID SASSOON, SONS & Co.,
Hongkong, 5th October, 1891. [1161]

Mails.

CANADIAN PACIFIC RAILWAY'S ROYAL MAIL STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION.)

Empress of Japan | Tuesday... | Oct. 13th.
Empress of China | Tuesday... | Nov. 10th.
Empress of India | Tuesday... | Dec. 8th.

THE R. M. S. "EMPERESS OF JAPAN," 5000 tons, Captain G. A. Lee, R.N.R., sailing at Noon, on TUESDAY, the 13th Oct., with Her Majesty's Mails, will proceed to VANCOUVER, via SHANGHAI, Inland Sea, KOBE and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars.)
FROM HONGKONG, FIRST CLASS.

TO

Prepaid return.

1st 2nd 3rd

4th 5th 6th

7th 8th 9th

10th 11th 12th

13th 14th 15th

16th 17th 18th

19th 20th 21st

22nd 23rd 24th

25th 26th 27th

28th 29th 30th

31st

1st

2nd

3rd

4th

5th

6th

7th

8th

9th

10th

11th

12th

13th

14th

15th

16th

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic | Tuesday 20th October.

Belge | Thursday 12th Nov.

Oceanic | Tuesday 8th Dec.

THE Steamship "GAELIC" will be despatched for San Francisco, via Yokohama, on TUESDAY, the 20th October, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.

From Hongkong, First-Class.

To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O.,

To Liverpool and London.....\$25.00

To Paris and Bremen.....\$35.00

To Havre and Hamburg.....\$35.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in service of China and Japan, and to Government officials.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months.....\$37.50

12 months.....\$50.00

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 73, Queen's Road Central, Hongkong.

J. S. VAN BUREN, Agent.
Hongkong, 26th September, 1891. [1161]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG.

China | Saturday 31st Oct.

City of Peking | Wednesday 15th Nov.

City of Rio de Janeiro | Saturday 15th Dec.

THE U. S. Mail Steamship

"CHINA" will be despatched for SAN FRANCISCO, via YOKOHAMA, on SATURDAY, the 31st October, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.

From Hongkong, First-Class.

To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O.,

To Liverpool and London.....\$25.00

To Paris and Bremen.....\$35.00

To Havre and Hamburg.....\$35.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in service of China and Japan, and to Government officials.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months.....\$37.50

Intimations.

DAKIN'S
PURE VOLATILE
EUCALYPTUS OIL,
DISTILLED FROM
THE LEAVES OF SELECTED
SPECIES OF THE EUCALYPTUS.

EUCALYPTUS OIL has long taken a foremost place as a "household remedy" in Australia. When applied externally it has a powerful stimulating and soothing action, but does not blister the most sensitive skin, and no application known will so quickly subdue the pain of muscular rheumatism.

Taken internally in small doses, it acts as a powerful stimulant and antispasmodic, whilst its secondary action induces sleep. The penetrating agreeable vapor of the Oil is sedative, and when inhaled relieves Asthma, Bronchitis, Catarrh and Sore Throat. It is also a most powerful antiseptic and germicide, being three times as effective as Carbolic Acid in preventing development of Bacteria, its uses in this direction being very numerous.

The active properties of the Oil depend upon a Terpene called Eucalyptol, and we guarantee this Oil, prepared especially for us, to contain the largest obtainable percentage of Eucalyptol and twice that of the ordinary Eucalyptus Oil of commerce.

It can be used with great benefit in all Throat and Lung Affections, and its sedative stimulating properties make it an invaluable application in Neuralgia, Rheumatism, &c., whilst its powerful antiseptic and germicide action is well exhibited as a dressing in Wounds, Ulcers, Burns, Scalds, Sore, Ringworm, &c.

Dakin's specially refined Oil is sold in 2 oz. and 4 oz. bottles at 6d. and 1s. 0d. Full Directions for use enclosed with each bottle.

CAUTION.

Inferior samples of Eucalyptus Oil distilled from any kind of Eucalyptus leaf have little or no medical action and should be carefully avoided.

Nos. 22 & 24, QUEEN'S ROAD CENTRAL.

A. S. WATSON & CO., LD.

VEGETABLE
AND
FLOWER
SEEDS.

SEASON 1891-92.

PER S.S. "SHANGHAI."

WE have received our second supplies of FRESH GARDEN SEEDS.

And we are now executing all orders for the same. Complete Catalogues with concise directions for sowing can be obtained on application, or will be posted to any address. In these Catalogues the Seeds are Marginally Numbered in English and Chinese, and when ordering it is quite sufficient to state the numbers of the kinds required.

N.B.—All Seeds are tested on arrival before being sent out.

DISCOUNTS.

Orders from one person, of from \$5 to \$10, allowed 25 % discount.
Orders from one person, over \$10 allowed an extra 5 % discount.

Narcissus Bulbs (The Chinese Spring Flower). A supply just received from the North. Early application is requested.

CLAY'S FERTILIZER.

A high class fertilizer for pot plants and for use in the garden generally: it supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the plants to attain to their full size, vigour and beauty.

Sold in Tins containing 100 cabs.....\$1.50.
Bags 250 " 4.00.

Directions for use are given on the label.
A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.
Hongkong, 16th September, 1891.

BIRTHS.

On the 6th September, at Cintra, Fasset Road, Suburban, the wife of GEO. W. F. PLAYFAIR (National Bank of China Limited), of a son.
At the Thomas Hanbury School and Children's Home, 15, Boone Road, Shanghai, on the 2nd October, the wife of WILLIAM YOUNGSON, of a son.

MARRIAGE.

On the 28th September, at H.M. Consulate, Tientsin, by the Rev. W. Breerton, HARRY BAMBER, M.B., youngest son of the late Paterson Bamber of Glasgow and Southampton, to ELLIE, fourth daughter of Wm. Scott, Esq., of The Felling, Durham.

DEATHS.

At Wanchow, on the 10th September, JENNY C. GRIERSON, the beloved wife of Robert Grierison, C.M., and at Shanghai, China Island Mission Home, on the 1st October, OLIVE KATE GRIERSON, only child of the above, aged 2 years and 6 months.
At Hankow, on the 10th October, the Rt. Rev. WILLIAM J. BOONE, D.D., of the American Episcopal Mission.
On the morning of 12th October, CHARLES BOND aged 50 years. Funeral will pass the Monument at about 8 a.m., to-morrow.

The Hongkong Telegraph.

HONGKONG MONDAY, OCTOBER 12, 1891.

"LO, THE CONQUERING HERO COMES."

Our evening contemporary indicates that rumours are abroad to the effect that Mr. Thomas Jackson, of the Hongkong and Shanghai Bank—who is with slavish adulation described as "the Good Genius of Hongkong"—is to return to this

colony, presumably at no far distant date. We have heard nothing of this sensational arrangement, but if the report should happen to be true, it has a special significance for the unfortunate purchasers of Bank shares at high rates, which ought not to be overlooked. On two or three occasions when Banks have been in Queer Street and various members of the honest and disinterested Court of Directors (up a tree, Mr. Jackson has been called forth from his retirement in London to put things straight in Hongkong, and by some means or other he has usually succeeded in doing so—temporarily. But singularly enough, no sooner has the all-conquering genius of this great master of finance been transferred from the scene of the many alleged successes which brought untold wealth into the coffers of the Bank and only a few years ago secured this successful speculator with other people's money the handsome "cumshaw" of \$50,000, and which now inspires some wooden-headed idiot on the China Mail staff to dub him "the Good Genius of Hongkong," than Bank stock weakens and threatens to collapse, and numerous unsatisfactory transactions of more than doubtful character, judged from a high-class banking standard, come to light. The "Good Genius" of the Hongkong and Shanghai Bank, for some reason which is quite incomprehensible to the ordinary intellect, has always, on his various departures from Hongkong, taken both the good genius and the good luck of the Bank with him; and this has occurred so frequently that it is hardly to be wondered at if amongst the shareholders there are non-believers in Mr. Thomas Jackson's absolute infallibility—men who are disposed to doubt, and not without some show of reason, that a very considerable proportion of the late Chief Manager's phenomenal financial successes were profitable only on paper. What does seem certain—is that each time the omnipotent THOMAS JACKSON has departed hence with a fanfare of trumpets from the nondescript army of toadies and lickspittles who loathed his bounty and benefitted from his patronage, he has left a very intricate web for his successors in the management of the Bank to unravel. It proved too much in 1886 and 1887 for Mr. JOHN WALTERS; two years ago Mr. G. E. NOBLE quite failed to rise to the situation; and now we find Mr. F. DE BOVIS, one of the ablest men in his profession in the East, reported to be completely "cornered" in endeavoring to realise practical results from Mr. JACKSON's greatly vaunted extraordinary achievements in exchange speculation and unvarying good luck in everything he placed his hand to.

It would be interesting to know how much of the alleged earnings of the Bank for the six months ended the 31st of last December were actual earnings, and how much was worthless paper. It would also be most instructive to have a properly attested statement of the overdrafts of Directors during that period, with full particulars of securities against which such advances were made; and finally, it would set the minds of many shareholders at rest to know if the reports now current are true that at the present time several Directors and ex-Directors are deeply indebted to the Bank and are likely to remain so. The audit of the Bank's accounts, probably owing more to the defects of an imperfect system than to any shortcomings on the part of the auditors, has for years been a miserable sham, and has told the shareholders less than nothing about their own affairs, nor does there seem to be any probability of a practical improvement in this respect until chaos comes again, and that unhappy contingency may be much nearer than appears on the surface. But Mr. THOMAS JACKSON, the guardian angel of everybody and everything connected with the Hongkong and Shanghai Bank, like the BAYARD and TALLEYRAND of Far Eastern finance, the friend of the unfortunate and copyrighted spirit of success, the inspired dictator of exchange mysteries—and a great deal more, is coming back, and all is bound to come right. The quotation for Bank shares will be rushed up to 250, the notorious "Bull" faction will become millionaires, and the Napoleon of the local share-market will retire into a nunnery. What a glorious prospect, if it were only within the bounds of possibility! However, the news of Mr. Jackson's return to Hongkong is indeed welcome; there are various important questions in connection with Bank affairs which he and he alone can satisfactorily explain, and we shall not fail to afford him the earliest possible opportunity of so doing after his arrival.

was adopted, including payment of members of Parliament, local option, disestablishment in Scotland, and reform of the House of Lords; a resolution was also passed excluding from the programme the Eight Hour's question.

PARNELL'S OBSEQUIES.

October 9th.
It is suggested that Parnell should lie in State and have a public funeral.

OBITUARY.

Dr. Walsh, Catholic Archbishop of Dublin, is dead—syncope following rheumatic fever.

LOCAL AND GENERAL.

THE Italian cruiser *Vittorio* left Chinkiang for Hankow on the 4th inst.

COMMANDER JOHNSON, of the U.S.S. *Monocacy*, has been relieved by Commander F. M. Barber.

No share business to-day, and so far as human foresight can go, none apparent in the near future. The feeling is decidedly depressing.

We regret to note that Captain Hough, of H.M.S. *Rattler*, has been compelled to go to hospital in Singapore owing to an attack of fever.

THE return of the number of visitors to the City Hall Museum for the week ended October 11th, are:—Europeans, 180; Chinese, 1,890; total, 2,070.

AN AGRICULTURAL meeting of St. John's Lodge, No. 618, S.C., will be held in the Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock. Visiting brethren are cordially invited.

THE steamer *Pakistan* arrived at Singapore on the 5th inst. with 168 deck passengers from Swatow. There being a case of cholera on board, the vessel was promptly placed in quarantine.

MR. JUSTICE FIELDING CLARKE and Mrs. Fielding Clarke are booked from Naples by the P. & O. Co. steamer *Kassar-i-Hind*, which is advertised to leave London for the Far East on October 29th.

TONG KAN, lately a servant in the employ of Mr. F. H. May, was committed to stand his trial at the next criminal sessions on a charge of having stolen a watch and chain, two gold rings and \$65 in cash, by the magistrate to-day.

H.B.M.'s formidable ship-of-war *Essex* leaves for the North to-morrow, and will be accompanied by the *Leander*. The *Essex* is to undergo considerable alterations at Shanghai, including the taking off of some two feet of her keel. When this is done it is confidently predicted that war will be averted.

FROM Nanking the *N. C. Daily News* correspondent writes under date the 10th inst. that the Viceroy has been ordered to Peking, but on what business was not stated. Some of the Manchus brought up from Chinkiang were to be executed. All was quiet outwardly at Nanking.

THE Band of the A. & S. Highlanders will play the following programme at the Officers' Mess to-morrow, commencing at 8 p.m.:—

March "Isabelle".....Bullfinch.
"Mazurka".....Gordon.
Selections.....Gordon.
"Overture".....Bullfinch.
"The Rose Tree".....Bullfinch.
"The Girl of the Year".....Bullfinch.
"The Girl of the Year".....Bullfinch.

We have to acknowledge the receipt of the first published copy of the *Kobe Chronicle*, the latest journalistic venture in the Land of the Rising Sun. The *Chronicle* is a neatly got-up and carefully edited paper, and we should imagine that it will meet with its share of support. Anyhow we wish our inflexible contemporary a fair wind, and all success.

THE members of the City Club revelled in the luxury of another smoking concert on Saturday evening, when fully eighty members and their guests were present, and a most enjoyable evening was spent. More than the average amount of amateur talent was displayed in character sketches, "stump" business and ordinary vocalisation. The *debut* was swept out at midnight.

WE are glad to note that Messrs. Douglas Laiprak & Co. have established a branch of their firm in Amoy. In securing the services of Mr. Francis Cass as their representative, they have secured one of the ablest and most popular of men that Amoy has ever known. It will be well for the Douglas Company when they establish similar branches in Swatow and Foochow. It is high time the Jardine monopoly was smashed up, and it can easily be done—all in spite of the Hon. J. J. Kewick.

A CORRESPONDENT calmly asks us if we can manage to fix up a cholera epidemic small-pox case, or even a pestilence, and a most popular of men that Amoy has ever known. It will be well for the Douglas Company when they establish similar branches in Swatow and Foochow. It is high time the Jardine monopoly was smashed up, and it can easily be done—all in spite of the Hon. J. J. Kewick.

A STRANGE superstition, says the *Kobe Herald*, obtains in some parts of Japan that the exhibition of a camel portends a stormy season. In Chinkiang, belief in the superstition is very strong, and hence when a party recently brought over a camel for exhibition in that place the merchants and others refused to have it and declined to visit the exhibition. The storm experienced on the 10th ult. intensified the belief, and if the exhibitor of the hump-backed denizen of the desert has not already moved with his exhibit to pastures new, he will be advised to do so. A similar superstition in regard to the camel also prevails, we believe, in some other parts of Asia.

We are glad to note that a rowing team has at last been got together to try conclusions with the representatives of the Kobe Boating Club. The Hongkong crew is a really good one, and doubtless the men will give a satisfactory account of themselves; it is composed as follows:—Lieut. Jackson, A. and S. Highlanders, 1st. 6lbs. stroke; H. Skott 11st. 6lbs. 31. A. Denison, 10st. 12lbs. 31. C. H. Thompson, 10st. 12lbs. 30. G. Caldwell, 10st. 12lbs. 30. J. Denison, 10st. 12lbs. 30. The crew will row in a new boat built specially for them by the Dock Company and will leave in the *Empress of Japan* to-morrow. Messrs. Dodwell, Carill & Co. generously offered free passages to the men, but this, we hope, was not accepted, for if our sporting representatives cannot afford to pay their own expenses when they engage on these undertakings it would be just as well if they stopped at home. A trial spin was indulged in between the "selected" and two scratch crews yesterday afternoon, but as the former lacked their elected stroke, they had to knock under by a nose. The *Kobe Herald* is fixed for the 1st inst., so the Hongkong men will have ample time to get into trim and to study the course. A steam-launch will leave Pooder's Wharf at 11.30 a.m. to take the crew on board the *Empress*, and it is hoped that all friends are cordially invited to the send-off. We wish the crew all luck and a pleasant voyage.

TELEGRAMS.

THE LIBERAL FEDERATION CONGRESS.

London, October 3rd.
At a meeting of the Liberal Federation Congress held at Newcastle, a very elaborate programme

A NATIVE paper reports that two thousand houses were destroyed in the recent big fire at Hankow.

THE Duke of Cambridge has approved of the appointment of Lieut. M. A. Fremantle, of the Coldstream Guards, as *aide-de-camp* to Sir W. Robinson, Governor of Hongkong.

H.M.S. *Pallas*, which was to have sailed from Portsmouth for China after the departure of the French Fleet, was not able to leave in consequence of defects. The brasses of the cross-heads had become so scored that they had to be completely renewed. The vessel was ordered to be ready by the 13th September and men were taken from the *Rupert* to expedite the work.

WE have no fear of trouble in Shanghai at whatever happens, says the *N. C. Daily News*, but it should not be forgotten that there are a large number of Hunan troops in the camps round us; and we learn it is currently reported in one of these camps that the coming here is not to last, and that "a man" is coming who will lead the Hunan men; whether, is not explicitly stated.

MR. HENRY NORMAN, the well-known *Pail Mail* correspondent, has recently married Miss Muriel Dowle, "authoress of" *A Girl in the Carpathians*, and a popular figure in London society. The wedding took place at a registrar's office, Miss Dowle's maid and Mr. Norman's Indian servant officiating as witnesses. By latest advice Mr. and Mrs. Norman were spending their honeymoon in Scotland.

THE Shanghai morning paper says "the report circulated in Hongkong by the *Telegraph* that Mr. J. H. Scott will relieve Mr. E. Mackintosh as head of Messrs. Butterfield and Swire's firm at that port is incorrect." Our information was derived from a source that ought to be reliable, and notwithstanding what the *N. C. Daily News* says we have no reason to doubt its accuracy. Mr. Mackintosh, we understand, will leave for home early next year.

It is worthy of special comment that the P. & O. Steam Navigation Company have decided to adopt for their vessels a new type of hull built of steel constructed by Messrs. H.M. Hill & Co. The first vessel so fitted was the *Ravena*, which arrived here with the mails yesterday afternoon. As the inspection of the crew the Lascar seamen are said to have handled the new life-boats in first-rate fashion. The boats are much faster than those of the old wooden type.

THE *N. C. Daily News* reports that, according to a French bulletin at Hankow among the natives, there is a man on board a Chinese man-of-war who is very skilful in sinking ships. He simply drops himself out of the bottom of the vessel in which he lives, and then walks under water to the ship of an enemy, which he blows up, and returns to his own vessel. When it was known that he was going to Hankow, a French man-of-war cleared out two days before the destroyer's arrival and the crew of H.M.S. *Swift* were so afraid that they ran away too. Very like a whale!

THE loss of the *Twined*, says the *Army and Navy Gazette*, can be no great loss after all, for she was a very useless old tub. Her place may now be filled by the *Firbrand*, another wrecked little gunboat which was lately recommissioned for the second time on the Station. It is not so long since this latter craft took 27 days to travel the distance of 800 miles between Shanghai and Hongkong, and that the still faster *Twined* is a little less than a scandal. She might well be relegated to the Reserve, and her crew given some other vessel to serve in, now that a successor to the *Twined* is required.

SAVE the Shanghai *Mercury* on the situation up the Yangtze! "Though matters remain quiet for the present moment on the River, a very general feeling of insecurity prevails at all the ports, and one or other of the numerous outbreaks of lawlessness is hourly expected, and it would undoubtedly occur if the war-vessels were withdrawn for a moment. So insecure do the Chinese officials consider things, that the Viceroy of Nanking has strongly advised the British Consul at Chinkiang to remove the European women and children; but up to the present no steps in this direction have been taken."

WE have been requested to publish the following:—"His Excellency the Officer-Admiral commanding the Government 'received' a dispatch with secret news of the death of the Hon. S. Brown, Surveyor General, which took place at sea on the 10th inst. from cholera. After devoting his whole time and energies to the arduous duties of his appointment for an uninterrupted period of nearly two and a half years, Mr. Brown took six weeks leave to go to Japan to recruit his health, and giving up one of these weeks, he was hurrying back to be present at the first meeting of the Legislative Council when his career was cut short. His honesty of purpose and devotion to duty deserve the commendation of the community. Out of respect to his memory the meeting of Council which was convened for today has been postponed until Thursday next."

A CORRESPONDENT, who signs himself a "Hongkong Merchant," writes to *Engineering* with reference to the value of Tongking coal. "It was tried on a powerful river steamer, but the result was only that the fire-brass of the Canton (a 7-horse run only), that the fire-brass of the steamer were ruined, and the experiment of trying to burn this coal again is not likely to be tried by this company. Further, our sugar factories, ice, dock, rope, brick, and other local enterprises, have all tried this coal. But I think I can safely assert they have all found one trial enough to prove the unsuitableness of this coal for steaming purposes. If a cheap coal could be found so near Hongkong as Tongking, it is no wonder that the Government would not wish to see our countrymen suffering from the floating of companies somewhat severely, and in some more so than this, I think. The company was formed some three years ago; its capital has been used and debentures issued for \$500,000; still no dividend or satisfactory results." Who is this "Hongkong Merchant"? We think we can guess.

TENDERS for the proposed Jinrickha Farm in Hongkong must be sent to the Acting Colonial Secretary not later than to-morrow. As the Government does not bind itself to accept the highest or any tender, it is to be hoped that before any arrangement is entered into which seems likely to completely annihilate what little remains of free trade in this so-called free port, the views and convenience of the community will be consulted. If a Jinrickha farm is established, where is the "farm" business going to end? Why not have a cargo-bait farm, a sasham farm, a street-chair farm, a split farm, a newspaper publishing farm, and so on, ad. lib. If this new policy of farming out useful industries is not class legislation of a most pernicious character, and an iniquitous and utterly uncalled-for tax on trade, we should like to have it clearly defined in comprehensible English by its originator. What is the Chamber of Commerce doing to allow the this end of the wedge to be driven in against all recognized principles of free trade? If the interests of the China Steam Navigation Co. were involved instead of the rights of hard-working ricksha coolies, we should probably have been called upon to publish a lengthy protest, couched in that antiquated legal phraseology we know so well, long ere now.

THAT sensational individual "General" Tchéng Kiatong, of Parisian celebrity, left Shanghai for Tientsin on the 2nd inst.

AN unemployed youth named Li Yuk was sent into the Thompson Home for six months' recreation by Mr. Wise today for having unskillfully annexed two silver Mexican from the pocket of one Chin Fā.

TWENTY police constables, recruited from the Glasgow force for service in the Straits Settlements, arrived at Singapore on the 9th inst. in the Ocean Co. steamer *Laertes*, in charge of Inspector Nicholson.

Mr. W. H. Forbes, late of Messrs. Russell & Co., came up for his final discharge from the Bankruptcy Court this morning. The proceedings were purely formal, there being no opposing creditors and the discharge was promptly given.

The reported burning at Hankow of the teamship *Teh-ahing* turns out to be a canard. Our Shanghai morning contemporary says that the story apparently was the outcome of a similar report circulated at Hankow some days ago, prior to the *Teh-ahing's* recent visit to that port.

MR. MA KIU-TCHONG, of China Merchants' Company notoriety, has resumed his former position of Interpreter at Tientsin. This enterprising gentleman, notwithstanding, his recent failures in Shanghai is likely enough to yet make a stir in Chinese commercial affairs in the North.

MISS Vera Paley's "underwear" as *Yavotte* in "Erminie" at the Theatre Royal, City Hall, on Saturday night, came upon us in the light of a revelation. Never too late to mend, nor too old to pick up a wrinkle. You are altogether too charming, too full of *esprit* Vera, to die an old maid! Take our word for it.

By latest advices from the Yangtze we learn H.M.S. *Archer*, the German gunboat *Tils*, and a Russian ram are at Hankow; H.M.S. *Riddell*, the Chinese sloop *Ching Ching*, *Pow Ming* and the Revenue cruiser *Fithoo* at Chinkiang; and the French cruiser, *Inconstant* at Kiangiang; and H.M.S. *Placoch* at Wuhu.

HONGKONG's new Governor, Sir William Robinson, accompanied by Lady Robinson, two sons and a daughter, will leave England on the 21st inst. by the White Star liner *Majestic* for America, joining the Canadian Pacific Co's steamer *Empress of Japan* at Vancouver. His Excellency is due here on December 10th.

ACCORDING to returns supplied to the Government by the various local bank managers, the average amount of bank notes in circulation and of specie in reserve during September were:—Hongkong and Shanghai Bank, \$33,676,000; Bank of India, Australia and China, \$1,245,293; against \$600,000; Chartered-Mercantile Bank, \$1,225,874 against \$40,000.

THE Shanghai *Mercury* of the 5th inst. has the following:—"A gentleman just arrived from Peking says that a revolutionary movement has reached that place. The Legation people are alarmed. The German Legation was expecting rifles from Tientsin, and the English Legation served out ball cartridges the morning before. The opinion in Peking is that there will be a rebellion, and that the present Dynasty will be overthrown."

It is reported from Shanghai that Mr. J. Fournel, of the firm of Schöbhard and Co. has been arrested and is now imprisoned, awaiting trial on a charge connected with the recently discovered deficiency in the accounts of the Compagnie du Gaz de la Concession Française, of which Schöbhard and Co. were the secretaries. Mr. J. Toche, the *syndic* appointed by the French Consul-General, is making the preliminary investigations.

"OUR rudder is smashed," reported the chief officer to the skipper. "Nonsense," replied the skipper, "that's only imagination." "Big your pardon," said the mate, "but it's a stern reality." Do you see the joke, "Brownie"? No! ah, well, we never thought you would. If you had gazed upon Miss Bessie Royal at the Theatre Royal on Saturday night you would most certainly have seen a stern reality. More confusing than ever! Isn't it, "Brownie"?

It is believed that the British Government have lately made arrangements with the Canadian Pacific Railway Company, by which the latter engages to carry a given number of British troops over their lines within a specified time upon a requisition being made to them. This, says a naval contemporary, is a very wise provision, for there is a very great probability that our shortest route to the East might not be available should we be involved in hostilities with any European Power. Despite all the care we should naturally take to guard the Suez Canal, an enemy succeeding in getting access to it at almost any point could so easily render it impassable that prudent demands that the contingency of the Canal being blocked should in every possible way be provided against.

ANOTHER old familiar Hongkong figure passed away when Charles Bond, steward of the Hongkong Club, passed over to the great majority without premonitory sign or word of warning about 10 o'clock this morning. "Heart disease" is given as the cause of this sudden and unexpected summons to the "mansions of the blest." Bond, who was a French Canadian by birth, came here in a sailing ship in 1865; he joined the Hongkong Police in 1870, and remained in the service for ten years, committing his pension in the settlement in 1880. During the never-to-be-forgotten typhoons of 1874, Bond was in the Water Police and it is on record that he rendered good services during that trying time. As agent for Charlier's Circus, manager of the Shamen Hotel, and in various other capacities in this colony, Mr. Bond was widely known and deservedly popular. He was a good, well-meaning man, and will be regretted by all who knew him.

THE Stamp Revenue for September, according to the Government *Gazette*, amounted to \$17,089.50, as against \$16,177.35 for the same period last year, thus showing an increase of \$912.15. There was an increase of shares transfers, \$255,600, bills of exchange, and promissory notes \$978.93 (very suggestive items these), and adhesive stamps \$47,744. On the other hand the principal decreases were receipts from the sale of stamps, \$250,801; broken notes, \$514; and conveyances, and assignments, \$337. This official return, as published in the *Gazette*, is hardly a credit to its compiler from a professional point of view. But then the Colonial Treasurer is not an accountant and is admittedly a novice in the particular business for which he draws from the tax-payers a very handsome salary. The question may, shortly arise, whether it is really good enough that the Hongkong community should be heavily taxed in order to pay extravagant wages to official novices sent out here by the Colonial Office, who, whatever their ornamental value may be, are absolutely useless in the responsible positions into which many of them are recklessly pitched. The forthcoming session of the Legislative Council ought to throw some light on the rumpus of accountants, who profess so much and do so little.

A SEIZURE of over a thousand fire-arms of various descriptions, was made at Nanking the other day in a small shop which to all appearance had been closed to trade for some time past.

A BRICK-LAYER named Chan Chan, over whose head the winds of 60 winters have blown, was charged at the Magistracy to-day with having indecently assaulted a child six years of age. Evidence of a delicate nature was given as to the proceedings of the prisoner and Mr. Wise sent him out of the way of temptation for six months to come.

THE Hon. author of *Kewick's Share Bill* had a narrow escape from breaking his neck yesterday. The well-known, family carriage of "The Prince of House" was being toiled round the back of the Race-course and over the bridge at Wong-nai-cheung village, when the Indian coachman, unable to control a pair of new horses lately imported, lost his head and likewise the reins. The carriage executed a beautiful *demi-volt* over the bridge into the brook, breaking the carriage pole, smashing up the harness, and landing the living cargo—the Indian driver and two Chinese coolies—into a cool and refreshing bath. The Hon. Mr. Kewick did not break his precious neck because he did not happen to be on board the historic vehicle of Jardine's. If he had been, who knows what might not have happened.

DEATH OF THE SURVEYOR GENERAL.

The Hon. Samuel Brown, Surveyor-General and Chairman of the Sanitary Board, left here six weeks ago for a short trip to Japan owing to indifferent health. On Tuesday last (October 6th) he joined the P. & O. S.N. Co.'s steamer *Ancona*, Capt. W. D. Mudie, at Kobe, at that time being apparently in the best of health. On Thursday morning the *Ancona* arrived at Nagasaki, and Mr. Brown, with the other passengers, went ashore to have a look round. He seemed all right on returning to the ship, which left for Hongkong direct the same evening. The following morning Mr. Brown was slightly indisposed and after dinner on Friday night serious choleraic symptoms were rapidly developed. Between 10 and 11 a.m. the sufferer almost totally collapsed, but owing to the unremitting attentions of the Surgeon, Dr. J. Gordon, who never left his patient throughout the long and dreary hours of a trying night, hope of recovery was sustained until 8 o'clock on Saturday morning, when exhausted nature could stand it no longer, and genial "Sammy" Brown passed away quietly to the great beyond.

The burial took place at sea on Saturday at 11 a.m., the impressive service being read by the chief officer. On arriving here this morning with her flag half-mast and the "yellow-jack" at the fore it was quickly surmised that something was amiss, and the sad news was only learned after the *Ancona* had been berthed in the quarantine station off Stonecutters' Island. We are glad to learn from an authentic source that there are no other cases of cholera on board the *Ancona*.

The late Mr. S. Brown has only been a comparatively short time in Hongkong, and has scarcely had time to thoroughly identify himself with the colony's best interests. His past record, detailed in the *Colonial Office List*, can scarcely have any interest for our readers, and therefore we don't take the trouble to reproduce it. As a public servant, the value of the late Surveyor-General's services to Hongkong are quite an unknown quantity; as a kind-hearted and well-meaning man, his untimely death will cause universal regret.

"ERMINIE" AT THE CITY HALL.

Nothing succeeds like success. The announcement of the performance of Jacobowski's charming comic opera "Erminie" by the Willard Opera Company attracted the clans in a sudden array to the Theatre Royal, City Hall, on Saturday night. The stalls and under-gallery seats were crammed, and the dress circle was fairly well filled.

We had never previously witnessed a representation of Jacobowski's *chef d'œuvre*, and we are in serious doubt even now whether or not what was given us on Saturday was the genuine article. But that doesn't matter; if "Erminie" was put on the stage to provide an evening's hearty laughter and general enjoyment, it succeeded beyond all expectation; if it was presented as a fair specimen of modern operatic buffoonery, why, we were made of it.

"Erminie" is put on the stage by Mr. Willard's company, has a plot or argument, or any consistent course of events, we can only express our infinite sorrow at being incapable of comprehending where any or either of these contingencies came in. The critical brain is, as a matter of course, not quite so clear late on Saturday night as it would be early on Monday morning; but even making all allowances for the idiosyncrasies of an errant genius, we are bound to question the probability of an old theatrical hand like Henry Jackson, facing a London audience with the very amusing travesty on nothing, which we sat out with sublime patience on Saturday.

What is the plot of "Erminie"? We really don't know, although a vague recollection of a very burlesque caricature of *Robert Macaire* and *Jack Shepp* in one of the old-world stock dramas would seem to suggest something. But to drop the critical for the practical let it be freely admitted that Mr. Willard catered for his audience, and more than satisfied them.

We can only afford room for a very few lines of individual criticism, and it is perhaps a small that such is the case. When we cannot conscientiously praise, we have no wish to condemn, hard-working and well-meaning artists, who would do much better if they only knew how. Miss St. John, who appears in the title rôle, is hardly a great actress, but she played earnestly and her vocal powers—as exemplified in the very taking "tra-la-la" and lullaby songs

a farcical character that is more suited for extravaganza than opera bouffe, was beyond all praise. He was the life and soul of the entertainment, and although in some respects he slightly overstepped the bounds of good taste—realism carried to its full extent is a fatal error in Hongkong—we can honestly compliment this young Australian actor on a performance that bristled with excellent points from start to finish. Mr. Hall, it is understood, does not pose as a Sims Reeves or Santley, and we certainly have heard better voices in oratorio, but he exhibited the wisdom of a veteran in cutting down his local song "That's what the dicky birds say" to the narrow limits he did. "Times are too bad in Hongkong just now to warrant whole sale sarcasm in the shape of local topics being thrown broadcast at a "busted" community from the public stage.

Our excellent colleague of the *Daily Press* says that Miss Royal "may be said to have borne away the palm" in the representation, and we are now anxious to know where she bore it, and to what she did with it. "Something else is said by this critic about the lady's 'well known powers of genuine and irresistible humour.' Miss Bessie Royal's 'genuine and irresistible humour' solely consisted in a dexterous manipulation of a hideous hoop skirt which alternately displayed a very lively outside view of that lady's anatomy, artistically draped in frills and furbelows, in all directions. That may be the same dramatic excellence according to the same healthy who would up "howls" for the *Daily Press* but it is not ours, and we were sorry to see an actress of Miss Royal's undisputed ability descend to such wretched artifices.

There is only one more member of the cast to whom we need refer, and that is Miss Vera Patry. This is another instance of a good actress gone wrong. Miss Patry has an amount of ability, she has lots of stage experience, and yet for the ephemeral and meaningless applause of the back seats she condescends to introduce into what is supposed to be legitimate opera bouffe, a music-hall "chestnut" like "I don't care if you don't love me." And Miss Vera Patry was not satisfied with merely singing this travesty on common-sense, which one of Tommy Hudson's company made popular here by the scrupulous delicacy she carefully preserved. Miss Patry, with a gymnastic skill and suggestive facial expression worthy of a better cause, needs drag out reminiscences of salatorial exhibitions which have too often provoked public disfavor. In order to please a dozen gay roysters in the back seats, it is scarcely wise policy to risk giving offence to liberal patrons of genuine opera bouffe.

Mr. F. Saxby as the *Margaret de Pointe* has anything but an enviable part to play, considering his surroundings, but he shaped well and evidently knows his business. Most of the others don't—or at least didn't exhibit any symptoms in that direction. In this particular entertainment, Mr. P. Vernard as the *Chevalier de Brabant*, and he looked like him; but he can't act worth a cent, and as he had no singing to do, excepting in chorus, we shall have to wait for another opportunity to size up this distinguished baritone. The ladies—of the ballet, *Ahem!*—were, of course, charming, and we can't say any more than that.

Considering that the Company's conductor has been in hospital for over a week, the piece was not badly staged, and although indications of insufficient rehearsal were occasionally apparent, there was really nothing to make a fuss about. Madame Ruchwaldy, who played the accompaniments, was naturally somewhat nervous, but under all circumstances she got through an arduous task with great credit.

THE SUNDAY CARGO-WORKING ORDINANCE.

THE MISSIONS TO SEAMEN, 11, Buckingham Street, Strand, London, W.C., September 4th, 1891.

The following letter was sent to Lord Knutsford, Secretary of State for the Colonies by Commander Dawson, R.N., Secretary to the London Mission to Seamen, on September 4th—

The Mission to Seamen is sorry to be obliged to trouble your Lordship again about the "Sunday Cargo-working Ordinance, 1891," of Hongkong; but the local recently received from China brings to this Committee representations from the representatives of the Mercantile Marine Officers' Association at Hongkong, and from the Seamen's Chaplain, together with copies of the local newspapers which publish and discuss a petition and memorial to your Lordship bearing 240 signatures, in which seven days' weekly work is argued for in twenty-four numbered paragraphs.

It would be alike tedious to your Lordship and unnecessary to discuss *verbiage*, as is done by our correspondents, these twenty-four arguments; but we would venture very respectfully to submit some general considerations why the prayer of these petitioners should not be granted.

Seven days' weekly work is necessary for successful trade in Hongkong. It should be equally so for trade in the United Kingdom, in which the working of cargoes on Sundays is prohibited by Act of Parliament, though thousands of labourers in London and Liverpool have no special religious regard for the Sunday as the Lord's day; also for those colonies with representative institutions in which the popular vote has also prohibited the Sunday working of cargoes; also for the Presidency of Bombay with its heathen coolies willing to work cargoes on Sundays, but who are prevented by the Bombay Government Order of 1888, which charges a fee for "a permit" to do such work, as has been now enacted at Hongkong; and also in the Treaty ports of heathen China.

Hongkong is not a Chinese possession but a British colony, and it should be governed by British laws. What is good for every other possession of the Crown is good for a Crown colony. What is right at home and in colonies where the populations have representative governments and can make their voices heard by their rulers, cannot be wrong in those British colonies—in which the Secretary of State is himself the people's representative. So the people of Hongkong appeal through the local press to your Lordship against these 240 petitioners and their petition.

This matter of working cargoes on Sunday has been under public consideration at Hongkong, through the local press, the Chamber of Commerce, the Mercantile Marine Officers' Association and the Colonial Government, since 1888, when the petition to the Governor, praying for Sunday rest, was signed by 579 captains and officers of ships, besides sixty persons connected with shipping on shore, including the head of the Dock Company's departments, Lloyd's surveyor, clerks in shipping offices, &c.

all classes and nationalities of vessels were passed.

Some of the local press at that time for several different reasons gave rise to keen discussion in their columns, with the result that the Hongkong newspapers now agree in supporting the principles of the "Sunday Cargo-working Ordinance," as passed, though some people think it should apply equally to country-built shipping, i.e. to Chinese junks.

The Mercantile Marine Officers' Association of Hongkong, comprising about 155 of the officers of local steamers, which is affiliated to the Mercantile Marine Service Association of Liverpool, and to the London Shipmasters' Society, have throughout discussed their right to Sunday rest with much moderation and good sense, though with much firmness of purpose. Whilst their brother officers were "on strike" in the Australian ports, their Association at Hongkong openly refused to take violent or offensive measures, relying on the justice of their cause, on the power of public opinion, and on the goodwill of the public authorities. In November, 1890, the Officers' Association interviewed the Chamber of Commerce, but not receiving a satisfactory answer from that body they addressed themselves to the then acting Governor, the Hon. Mr. Fleming, the proceedings being duly reported and discussed by the local press.

Thus this public effort has extended over upwards of three years, during which time public opinion has been well instructed, both by the advocates of seven days' weekly work, and by those who seek to place restrictions by law on Sunday cargo-labour as in the Presidency of Bombay, or to prohibit it altogether as in the United Kingdom and in the self-governing colonies. With the result that the great majority of the English are now in favour of a restrictive law, such as the Chamber of Commerce was, in 1888, willing to accept, viz. "an unyielding law applicable to all classes and nationalities of vessels."

An active minority have, however, presented to your Lordship a petition in favour of seven days' weekly compulsory work, which has been signed by 240 persons. But your Lordship will observe that the signatures of the three leading shipping firms are not attached to it, viz. Messrs. Jardine, Matheson & Co.; The Messageries Maritimes; and The Peninsular and Oriental S. N. Co.; nor is it signed by those considerable shipowners who suffer in competition with rivals in trade by forbidding their captains to work cargoes in Hongkong Harbour which the law would not allow them to work in the United Kingdom, in the self-governing colonies, or in the Treaty ports of heathen China; nor is it signed by any captains or officers of ships or other persons directly or indirectly affected by the working of cargoes in this harbour.

The signatories include only forty-eight or fifty persons directly connected with shipping, several of these being Germans and other foreigners; whilst of these fifty, only nineteen are heads of houses, being most agents for absentee shipowners in England or Scotland, &c. Thus leaving out of the fifty shipping people who, like thirty-one clerks, &c., who could hardly do so, there are only sixteen who could hardly do so, the law would not allow them to work in the United Kingdom, in the self-governing colonies, or in the Treaty ports of heathen China; nor is it signed by any captains or officers of ships or other persons directly or indirectly affected by the working of cargoes in this harbour.

Amongst the other signatures are those of 111 merchants and storekeepers, many of them being Parses, Jews, and not a few Germans; six insurance companies, of which only two have signed as companies; forty-three brokers, bank clerks, and architects, &c.; one dentist; and twenty-nine others not known to our correspondents at Hongkong, and duplicate signatures making, with the before-mentioned fifty persons, a total of 240 signatures, as agents or clerks, &c., with the shipping business, a total of 240 signatures who would stay the hands of right and justice to the 240,000 officers and seamen who annually frequent the great harbour of Hongkong under the British flag, besides those crews who do so under foreign flags.

This estimate of the petition is confirmed by the speech of His Excellency the Administrator of Hongkong to the Legislative Council on July 31st, when the Sunday Cargo-working Ordinance Amendment Bill proposed by Mr. Whitehead was read out by a majority of seven to two, Mr. Kewell, of the firm of Messrs. Jardine, Matheson & Co., voting with the majority. His Excellency said—

"As regards the changes introduced by the Ordinance, did they meet with any general expression of opposition in the colony? Did the press indicate that public feeling was against them? Were petitions placed in public or convenient places and notice given in order that those who felt strongly on the subject might have an opportunity of recording their feelings and voluntarily their feelings of dissent? I have heard nothing of the kind. All I have seen is a petition which has been taken round to invite signatures; which has been only with difficulty completed within two-and-a-half months of the Ordinance being passed. The result is 240 signatures, a large number of which are those of men who can have little interest in the matter; twenty-six signatures appear twice in two capacities, and the large firms are not unanimously represented."

It may be well to remind your Lordship that whoever works the cargo, or coals on board a ship, all rest and worship is banished from the vessel so long as the winch and hoist are being worked; and that the preparation of the ship for such work, and the cleaning up of the vessel after it is over, must fall upon the whole of the crew as well as the officers. It was not so, as would this compulsory Sunday work in Hongkong; and it is not so in the Treaty ports of heathen China, where the crew are engaged in the work of the vessel, and the officers and engineers on the one hand, and the crew on the other, that the crew should bitterly resent what only affected their officers. There can be no peace, rest, or united worship for anybody on board a ship while cargo-work or sailing is going on. So that the attempt of the petitioners to minimize the evil and the number of sufferers, is misleading.

Nor is the case of the considerable shipowners who refuse to allow cargo or coals to be worked on board their ships on Sundays in Hongkong Harbour, and who, in consequence, suffer financially in competition with their rivals in trade who compel their officers and crews to do so, unworthy of your Lordship's just consideration. This letter is written by The Mission to Seamen in full view of the telegram from Singapore in the *Times* of August 31st, which states that "the Home Government has disallowed the Ordinance proposed by the Sunday work in Hongkong Harbour" as the Colonial Office letter to us of July 6th, 1891, speaks of the Ordinance as "passed." This is stated in the passage informing us, "that his Lordship proposes to communicate with the Governor of the colony in which Sunday labour in the ports appears to be not sufficiently restricted with a view to further measures being taken by legislation on the lines of the Ordinance recently passed in Hongkong or otherwise. Moreover His Excellency The Administrator told the Legislative Council on July 31st: 'It has received His Majesty's assent and comes into force to-morrow.' The *Times* is, therefore, officially misinformed."

The Chamber of Commerce at Hongkong was approached in the same year, 1888, by the Seamen's Chaplain, the Rev. Arthur Garney, Goldsmith, M.A., and they officially replied to him that the object sought to be obtained was "worthy of every encouragement; but would be unfair unless an unyielding law applicable to

LATE TELEGRAMS.

NEW YORK, September 22nd.

Judging by speeches of the leading politicians in the present electoral campaign, it is considered probable that no Free Silver Bill will be passed by the next Congress.

ALLAHABAD, September 22nd.

The Manipur prisoners, transported to the Andamans for working against the Queen's Empress, will in all probability be admitted to the grade of self-supporters at once, instead of having to wait ten years, like common convicts.

The Russian exploring parties on the Pamirs have assumed an aggressive attitude. Captain Younghusband, and Lieutenant Davidson have been excluded by the Russians from the Lesser and Alichur Pamirs respectively, and being alone without escorts they have had to retire from the debatable ground north of the Hindukush. So far back as the 18th August Captain Younghusband had to withdraw from Nosar Gumbur to the Tachumbash. Pamir. Lieut. Davidson accompanied the Russians on their return journey to the Alla range, and thence went back to Kashgar by the northern route. This action of the Russians is the more audacious, as there was a Chinese general on the Alichur Pamir who practically tried to stop their progress; he showed every possible civility to Lieut. Davidson, but was powerless to prevent his being ordered back. Their can be no doubt now that the Russians have deliberately forced the question of their right to control the Pamirs between the Chinese boundary of Kachgar and the Afghan frontier at the Satalai (Wood's Lake) laid down in the Granville Agreement of 1875. The matter is, of course, one of high international importance.

LONDON, September 23rd.

Operations which have been carried out with a view of testing the defences of the Thames show that Brennan's new torpedo is a great success.

OTTAWA, September 23rd.

A written statement from Mr. Mercier, Premier of Quebec, has been presented to the Dominion Parliament, in which he deprecates the acceptance by his political agent of money from a railway company, and declares that he knew nothing of this until the revelations at the late official enquiry.

LONDON, September 24th.

The death is announced of General Sir John Gough.

Lord Knutsford, Secretary of State for the Colonies, speaking at Saxmundham in Suffolk, strongly protested against the evacuation of Egypt by Great Britain before the reforms which are still necessary in that country are achieved, and a stable Government is established.

In an official return just published of the strength of the British Army it is shown that 23,000 men between the ages of 17 and 20 were recruited last year, and 2,000 youths were enlisted under the age of 17. The Volunteer force in Britain is now 40,000 below its full strength.

September 25th.

According to Consular reports, irrigation in Egypt is now complete, and no further measures are required for the overflow of the Nile. The harvest is expected to be the greatest ever known.

The Standard publishes letters from Bangkok which declare that the French absorption of Siam is inevitable, the Siamese being powerless to resist.

The *Times* in an article this morning, says it behoves the Indian Government to watch the doings of the Russians in the Pamirs.

OTTAWA, September 25th.

The Dominion House of Commons has adopted the report of the Select Committee on the charges of corruption and bribery. The report was only carried by the narrow majority of fifteen.

ST. PETERSBURG, September 25th.

A letter has been received stating that the merchants at Nijni Novgorod report the visit to the Fair of Afghan traders, who are bearers of a letter from the Amir urging the development of trade between the Russians and the Afghans.

FRANKFORT, September 25th.

Baron von Berlepsch the Prussian Minister of Commerce, speaking at this city yesterday evening said that the Emperor and the nation alike had firmly resolved upon maintaining peace.

exactly international law which he expounded, but somewhat suited the occasion better, and the result was that His Excellency was moved to beat himself to such purpose that, although the fact was almost in the fire, he was able, in the nick of time, to put the damper on. We have an uneasy suspicion that the hand which put it on is the hand which takes it off again, and which keeps these central provinces seething. Wuchang residents do not feel at all secure yet. It is not considered safe for ladies to return to the city, and the gentlemen have still to keep their arms handy.

I folks here, are credited with having full faith in our progressive Viceroys. The fact is, they hardly know what to think about him. The truth seems to be that H.E. Chang-Chih-tung is a very good specimen of that jekyll and hyde combination called a mandarin. Those who have known him as the benevolent Dr. Jekyll only are loth to believe that the villainous Hyde can be the same person. Even the natives seem similarly at a loss. One set of informants tell you that the anti-foreign party are saying that all their attempts against foreigners; while another set insist with much show of reason, that he, and none other, is responsible for most of our troubles.

Three nights ago an attempt was made to fire the powder magazine in Wuchang. Several fire balls were thrown into the buildings, and the place. As a consequence the magazine has been broken up, and its contents distributed amongst the troops throughout the city, and on the wall. Of course we wonder if the attempt was a mere bluff, or if it is to be taken as a proof to the authorities it is to have some effect in the city hostile to themselves, while they at the same time get their ammunition put where it would be most handy in certain eventualities. A hundred war junks have been ordered to be built in all haste for service on the inland waters. They are no doubt intended to coerce the troublesome Huanes (7) along with the half million rifles ordered from abroad. The said Huanes are keeping their courage up. There are two stories being told about them. One is to the effect that, at the present triennial examination at Changsha, the *Huanes* refused to enter the hall the Governor guaranteed Huanan should be promoted to an uncontested degree by the presence of the foreigner, and that both he and the Literary Chancellor assured them it would be so preserved. According to the other story a large number of influential Huanes have petitioned the throne for liberty to drive out the foreigner, undertaking to be at the trouble and expense of the performance themselves!

We had a huge fire in Hankow last Saturday evening which burned 1,500 houses, and left ten times as many people homeless. It is believed there was considerable loss of life through the children being trampled down and afterwards burned. The authorities have issued a motherly proclamation exhorting the people to be more careful in the way they handle fire, but in spite of this there was another last night, in Hanyang, when 200 more houses were burned. Everything is so dry, and the Chinese are so reckless in their use of kerosene and in their smoking and joss pigden arrangements, that the real wonder is not how houses get burned, but how they escape.—N. C. Daily News.

NEW CHWANG.

(FROM OUR OWN CORRESPONDENT.)

October 2nd, 1891.

The Koloa Hui have not operated yet at this port although the attempt on Doctor Greig at a village near Kirin is considered by some people to be due to the evil feelings of some of the members. The strange part of the affair is that the famous Edict emanating from the Emperor, ordering natives not to molest foreigners, was not posted, but was treated by the officials in the province with utter contempt. It has just struck me that the secret societies have not fully realized the possible, we might add probable consequences of their acts of incendiarism, plunder and murder. Say their object is to upset the present government of China—which it is quite on the cards may occur. Will the foreign Powers be satisfied with any form of government that may be imposed upon China? If the property and lives of foreigners continue to be unsafe, the chances are that China will be taken from the Chinese, and a president or governor appointed by the Powers. He will for the sake of security, as to the payment of the enormous sums for indemnity claimed from the Celestial Empire, most likely be a foreigner. The Koloa Hui are playing a very dangerous game; for we hardly suppose they wish to deliver their country into the hands of the *yanghustais*, white, red, black, but that is what they are doing as hard as they know how. It is the only solution to the difficulty, for the same Chinaman, murderer or coolie can believe that the foreigners can be turned out of China.

Yagna versus nagas: we cannot leave China, and therefore if there be no other means of living here in safety, we must take it *ad nos* *volens*. Can this be hammered into the obtuse brains of the members of the secret societies, or is it their object to lose the country? There's the rub—Chinese papers please translate.

We are petitioning for a gunboat or other defence during the winter. Please support our reasonable demand, for it is not fair this should be the only unprotected treaty port, especially at times when we are feared in and cannot even run away.—N. C. Daily News.

TIEN-TSIN.

(FROM OUR CORRESPONDENT.)

Tientsin, 1st October, 1891.

Mr. Woo Nan-ko, assistant director of the Chinese Engineering and Mining Company, and the China (Tientsin) Railway Company, has left us. He has gone to his home in Canton on six months' leave, but I hear from good sources that he will not return to his former post again. It will be the same with him as it was with his colleague, Mr. Ng Choy. Mr. Tong King-Sing's health has improved, therefore he remains here. One of the two had in go.

Dr. H. Bamber of the Fan San Mining Company, has resigned, and has received an extra year's pay as a remuneration for his services, and Dr. H. R. Robertson, of the Ironclad *Chen-yun*, has taken his place. It has been definitely settled that Mr. Malde tcheong is not to return to Shanghai to look after the C. M. S. N. Co.'s and the Cotton Mills affairs but that he has been appointed to resume his former position as interpreter, and this only. He has satisfactorily arranged all matters in regard to his heavy losses of over £15,000, whilst in charge of the C. M. S. N. Co. in Shanghai. How it has been settled I have not learned yet.

For the last three days—bogos—Chinese telegrams have been arriving here, the same as last week, about riots in Fuhkien, Kiangsu, Hunan, and Honan. The latest is about riots in Shanghai. The question is: who is sending these bogus telegrams? And what is the object? Is it to excite the natives here? If so they have utterly failed for the native Christian Churches are well attended, and the missionaries in the city are better treated than ever. There is not the least sign of any rising here.

The Viceroy seems to be in a very cheerful state of mind, which proves to me that he thinks internal and external affairs are not at all serious. Evidently he does not think that the Foreign

Intimations.

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NEW SEASONS DESIGNS FROM 85 CENTS PER YARD.

HEARTH RUGS FROM \$1.00 EACH.

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CURTAINS, MATERIALS, CORNICES, CORNICE POLES, WINDOW and MANTEL

DRAPERIES, PORTILES, &c., &c.

BEDSTEADS, COTS, and SPRING MATTRESSES at extremely low prices.

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Hongkong, 12th October, 1891. [385]

Powers mean to take any action against China. He knows very well that the Foreign Powers are only playing a game of bluff (or he thinks so at all events) and that he will come off and have the laugh at them in the end. Reuter's telegrams and threats from Foreign Ministers don't scare him a little bit.

The Committee of Defence for the Settlement, I learn, has decided that a number of defenders will assemble, as soon as notice is given at the Temperance Hall, in the Taku Road, whilst the others go to Messrs. Watson & Co's, at the boundary street between the French and English Settlements. There does not seem to be any arrangement for protecting the French Settlement, and some people object to it; so I hear that other arrangements will be made. The French Consul has sent round his circular requesting his nationals to assemble at the French Consulate in case of a disturbance.

The steamer *Fenghuang* is still lying across the river above Tientsin Bend, very badly ashore. If she does not float at high-water-to-day she will prevent the *Halan* from getting to the Bund to-night.—Shanghai Mercury.

To-day's Advertisements.

THEATRE ROYAL, CITY HALL, HONGKONG.

THE WILLARD OPERA COMPANY.

DIRECTOR.....PENELOPE W. WILLARD.

PROGRAMME.

THIS EVENING, (MONDAY), the 12th October, The Screaming Fricol Comedy, IN THREE ACTS.

"LES TROIS CHAPEAUX."

Cast of Characters:

George Selwyn.....Mr. P. W. WILLARD.

Bosco Blithers.....Mr. HARRY HALL.

Fred. Bellamy.....Mr. F. SAXBY.

Victor de la Tour.....Mr. F. VERNARD.

Dibbs.....Mr. F. WENTWORTH.

Mrs. Selwyn.....Miss BESSIE ROYAL.

Little John.....Miss CYRUS DENVER.

Susan.....Miss F. TRIAGE.

Alice Selwyn.....Miss VERA PATRY.

ACT I.—Hats! Hearts! Husbands!!!

ACT II.—Darling! D—n!!! Duels!!!

ACT III.—Blithers! Bliss!!! Blessings!!!

WEDNESDAY, 14th, "RIP VAN WINKLE."

THURSDAY, 15th, "ARABIAN NIGHTS."

SATURDAY, 17th, "LA PERICHOLE."

PRICES.....\$2.00 & \$1.00.

Plan now open at Messrs. KELLY & WALSH, LIMITED.

Hongkong, 12th October, 1891. [302]

ST. JOHN LODGE

OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above

LODGE will be held in FREEMASONS' HALL, Zeland Street, THIS EVENING, the 12th instant, at 8.30 for 9 o'clock precisely.

Visiting Brethren are cordially invited. Hongkong, 12th October, 1891. [1125]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"NAMO,"

Captain Goddard, will be despatched for the above Port on WEDNESDAY, the 14th inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LAFAIK & Co., General Managers.

Hongkong, 12th October, 1891. [1303]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"ZAFIRO,"

Captain Cobban, will be despatched for the above Ports on THURSDAY, the 15th October, at 2 P.M.

For Freight or Passage, apply to SHEWAN & Co., General Managers.

Hongkong, 12th October, 1891. [1311]

"UNION" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA, THE Steamship

"COLLINGHAM,"

Captain Watson, will be despatched as above on or about SATURDAY, the 17th inst.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 12th October, 1891. [1305]

To-day's Advertisements.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "HAVERTON,"

FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods are being loaded at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whomever and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 18th instant, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents.

